

Shipping

STEAMERS.
OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"DARFANUS,"
 Captain Gregory, will be despatched as above
TO-MORROW, the 19th inst., at Noon.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 18th April, 1895.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SHANGHAI, VIA SWATOW.
(Taking Cargo and Passengers at through rates
for CHEFOO, TIENTSIN, NEWCHWANG,
HANKOW and PORTS on the YANGTZE.)
THE Company's Steamship

"CHOYSANG,"
 Captain J. Young, will be despatched as above
TO-MORROW, the 19th instant, at 4 P.M.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
 General Managers,
 Hongkong, 17th April, 1895. [404]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN (DIRECT).
THE Steamship

"KWEIYANG,"
 Captain Dawson, will be despatched TO-MOR-
 ROW, the 19th instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents,
 Hongkong, 17th April 1865.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
"KUTSANG,"
Captain G. Payne, will be despatched as above
on TUESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
 General Managers.
 Hongkong, 16th April, 1895. [489]

CHINA NAVIGATION COMPANY,
 LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

R. Innes, Commander, will be despatched as above on TUESDAY, the 10th Instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th April, 1895. [402

SAILING VESSELS.
FOR SAN FRANCISCO

THE 100 A. I. British Ship
"QUEEN MARGARET,"
Faulkner, Master, will load here for the above
Port, and will have quick despatch.
For Freight apply to

Hongkong, 28th February, 1895. SHEWAN & Co. 1302

Consignees.
INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

"KUTSANG"
Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M. on the 18th instant, will be

anded at Consignees' risk and expense into
Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th April, 1865. [L&S]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,
SUEZ, JEDDAH, SUAKIM, MASSAWAH,
HODEDDA, ADEN, BOMBAY,
COLOMBO, PENANG AND SINGAPORE.

"MELPOMENE,"
Having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception of

Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings on Cargo :—

From Calcutta, ex S.S. "AGLAIA," transhipped at Colombo.
From Trieste, ex S.S. "IMPERATRIX," transhipped at Bombay.
Optional Cargo will go on to Shanghai unless

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the

3rd instant, or they will not be recognized.
No Fire Insurance has been effected, and any
goods remaining in the Godowns after the 23rd
instant, will be subject to rent.
Bills of Lading will be countersigned by

SANDER & Co.,
Agents.
Hongkong, 16th April, 1894. [407]

Today's Advertisements.
HONGKONG SKY RACES
 WILL BE HELD AT THE RACE COURSE ON SATURDAY NEXT, 20TH APRIL.
 First Saddle Race will be run at 1.30 P.M. sharp.

ADMISSION TO THE GRAND STAND AND ENCLOSURE, \$1.
 HART BUCK, Hon. Secretary.
 Hongkong, 18th April, 1895. [497]

HONGKONG SKY RACES.
 THE SKY MEETING COMMITTEE request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE on SATURDAY next, 20th April.

HART BUCK, Hon. Secretary.
 Hongkong, 18th April, 1895. [498]

HONGKONG RIFLE ASSOCIATION.
 SATURDAY, 20TH APRIL, 1895.
 AT 2.45 P.M.

COMPETITION, Practice for INTERPORT MATCH AND SPOONS; Ranges, 200, 500 and 600 yards; Five Shots each Range with one sighting Shot. Entrance fee, 30 cents.

NOTICE.
 There will be a COMMITTEE MEETING held on the Range immediately after the Competition.

G. K. MOORE, Honorary Secretary.
 Hongkong, 18th April, 1895. [500]

"MOGUE" LINE OF STEAMERS.
 NOTICE TO CONSIGNEES.

S. S. "ENERGIA," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk from the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TODAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, 18th April, 1895. [478]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAITAN," Captain Goldard, will be despatched for the above Ports TO-MORROW, the 19th instant, at Noon.

For Freight or Passage, apply to DOUGLAS, LAIRDALE & Co., General Managers.

Hongkong, 18th April, 1895. [496]

"MOGUE" LINE OF STEAMERS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA. THE Steamship

"ENERGIA," Captain Saw, will be despatched as above on SATURDAY, the 24th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 18th April, 1895. [478]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL. THE Steamship

"GLEGARRY," Captain Ferguson, will be despatched as above on WEDNESDAY, the 24th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewards.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 18th April, 1895. [446]

TO LET.

"HIGHCLERE" MAGAZINE GAP. "DUNDEE" in ROBINSON ROAD (early furnished).

No. 21 & 23, CAINE ROAD. No. 2, RIFON TERRACE.

No. 3, VICTORIA VIEW, KOWLOON. —Furnished or Unfurnished.

DES VEOUX VILLAS AT THE PEAK. FLOORS in BLUE BUILDINGS.

FLOORS in JOINT STREET, PEEL STREET and STRAITS STREET.

FLOORS in No. 5, SHELLEY STREET. GODOWNS.

BLUE BUILDINGS. No. 74, PRAYA CENTRAL.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 18th April, 1895. [17]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY.

COLDS IN THE HEAD, &c.

BURROUGHS WELLCOME & Co.'s PINOL EUCALYPTUS INHALERS.

ONE of the best remedies extant for Nasal Catarrh and all disorders of the Nasal Passages and Nasopharyngeal membranes.

Price\$1.25.

EUCALYPTUS OIL.

A STANDARD REMEDY FOR COLDS. Sprinkled on the handkerchief and over the breast of the night clothing it gives almost instant relief.

Bottles\$1.00 and 50 Cents.

DAKIN, CRUICKSHANK & Co., Ltd.,

VICTORIA DISPENSARY.

Hongkong, 18th January, 1895. [197]

Intimations.
A. S. WATSON & CO., LIMITED.
 ESTABLISHED A.D. 1841.
WINES AND SPIRITS.

ALL these are Selected by our London House, bought direct at first hand, imported in Wood and Bottled by ourselves, thus saving all intermediate profits and enabling us to supply the best growths at moderate prices.

PRICE LISTS, WITH FULL DETAILS, TO BE HAD ON APPLICATION.

PORT:—After removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY:—Excellent dinner and after dinner Wines, of very superior vintage. All are true Xeres Wines.

CLARET:—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY:—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

HISKY:—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
 Hongkong, 9th January, 1895. [5]

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 18, 1895.

TELEGRAMS.

(Special to Hongkong Telegraph.)

THE CHINA-JAPAN WAR.

PROLONGATION OF THE ARMISTICE.

ENVOYS RETURN TO CHINA.

ENORMOUS CONCESSIONS TO JAPAN.

IMPORTANT CONCESSIONS TO INTERESTED POWERS.

SHANGHAI, April 18th.

The peace negotiations have been brought to a conclusion and Li Hung-chang and Staff left Shimonoseki for Tientsin yesterday.

The ratifications of the treaty must be exchanged within three weeks, and to allow time therefore the armistice has been prolonged till the 8th proximo.

The conditions of peace include the cession of Formosa and the Pescadores Group to Japan, as well as the Liaoting peninsula from Newchwang to the town of Anping (Tientsin) on the Yalu River.

The indemnity has been fixed at 200,000,000 millions of taels.

The treaty provides for the autonomy of Korea, several important concessions, not yet accurately known but undoubtedly very advantageous, the benefits of which will be shared by the Treaty Powers.

It is understood that the Japanese will hold no territory as a temporary guarantee of the good faith of China, except perhaps the island of Lukungto, off Wei-hai-wai.

THE KAFIRISTAN EXPEDITION.

LONDON, April 17th.

Capt. Peebles has been killed and Capt. O'Leary of the Devonshire Regiment wounded. Fowler and Umra Khan's remaining Sepoy captives have arrived at Sado.

THE ORIENTAL WAR.

Peace has been signed. The Times Shanghai correspondent states that the terms are the independence of Korea, the retention by Japan of the conquered places, also of the territory east of the Liao River; the permanent cession of Formosa, the payment of a war indemnity of 100,000,000 yen, and an offensive and defensive alliance between the two countries.

The Japanese Minister in London says that the statements of the Times are incorrect; that they omit several of the conditions of peace, and that the remainder are of doubtful accuracy.

DI-ASTROUS EARTHQUAKE.

An earthquake has occurred in Italy and southern Austria, during which many houses collapsed and twenty lives were lost.

(Special to *Stam Observer*.)

THE UNIVERSITY BOAT RACE.

LONDON, March 30th.

In the annual Varsity boat race Oxford beat Cambridge by two lengths.

ENGLAND IN EGYPT.

LONDON, April 7th.

Lord Cromer, H. B. M. Agent and Consul General in Egypt, has issued his annual report

In the course of which he states that the Egyptian Ministers and the higher English Officials were working in cordial co-operation, and that he hoped there would be no untoward event to mar the present calm.

THE BRITISH VOLUNTEERS.

Mr. William Woodall, Financial Secretary to the War Office, replying to a question in the House of Commons last night, said that the Government hoped to introduce after Easter a Bill which would enable the services of volunteers to be accepted in the event of a national emergency.

IRISH LEGISLATION.

The Irish Land Bill was read a second time in the House of Commons last night without a division.

AN ALLIANCE IN HIGH LIFE.

The engagement of Lord William Beresford to the Duchess of Marlborough is announced.

ENGLAND AND FRANCE.

PARIS, April 7th.

In the Senate on Friday M. Hanotaux, Minister for Foreign Affairs, deprecated the statement made by Sir Edward Grey in the House of Commons as being calculated to endanger the success of the negotiations now pending between the two countries as to the question of aggression in Africa. He was confident that England and France would be capable of reconciling their respective interests; but, pending the termination of the negotiations, France could not accept the claims of the Royal Niger Co. France recognized, he further added, the claims of Turkey and Egypt to the Nile, and he had asked England to specify the exact limit of the sphere claimed to be under her influence, but had failed to obtain a reply. In the meanwhile France declined to acquiesce in the present situation, and reserved to herself full liberty of action. However, he still believed that the two nations, while respecting the rights of the Sultan and the Khedive, could reconcile their respective interests.

The Press, in commenting on the speech of M. Hanotaux, hopes that it will find an echo in England, the Government of which, by answering the precise questions, could solve the difficulty.

LOCAL AND GENERAL.

The Russian cruiser *Gumnytsky* and the torpedo-boat *Sveshkov* left here late yesterday afternoon for Yokohama, en route to Vladivostok.

The British cruiser *Severn* leaves for Singapore on Monday, where she will be relieved by the *Rafnosa*, which passed through Suez Canal on the 2nd inst.

The "At Home" at the Headquarters House this afternoon was attended by a large and fashionable gathering of the friends of General and Mrs. Barker.

We have received a poem, written by Miss Grace Hawthorne, whose talented and popular company will shortly arrive here. It will be published in an early issue.

A MARINE Court will be held at the Harbour Office to-morrow, at 10.30 a.m., to enquire into the circumstances connected with the grounding of the British steamship *Polypheusus* at Jubilee Island on the 8th inst.

We understand that the dinner of the Hongkong Football Club to-morrow evening is likely to be a great success. Upwards of fifty guests will be present, including their Excellencies Sir William Robinson, Vice-Admiral the Hon. Sir E. R. Fremantle, and Lieut.-General G. Digby Barker.

BROADWOOD PIANOS at W. Robinson & Co.

Captain Ramsey goes home shortly, leaving Captain Hastings as his *locum tenens*. The latter who will also shortly assume duty as Acting Captain Superintendent of Police, vice Mr. F. H. May, who is about to proceed to the "old country" on leave. Mr. T. Strcombe Smith will take his seat on the magisterial bench at early date *vice* Captain Hastings.

MEMO. FOR TO-MORROW.

8 a.m. English mail due with Major-General Black on board.

10 a.m. Summary Court.

10.30 a.m. Marine Court of Inquiry at Harbour Office.

3.30 p.m. Annual meeting of Chamber of Commerce.

5 p.m. Review of the troops and Volunteers at Happy Valley.

6 p.m. Hongkong Football Club dinner.

9 p.m. Meeting of Odd Volumes.

9 p.m. Complimentary Benefit Concert to Mr. C. T. Robinson.

COLLARD & COLLARD PIANOS at W. Robinson & Co.

MAJOR General Wilson Black, who is expected to arrive here by the English mail to-morrow to take over command from Lieut.-General Barker, served with the 42nd Highlanders in the Crimea from 14th June, 1855, including the Siege and Fall of Sebastopol (Medal with Clasp and Turkish Medal). Served in the Kafir War 1878 including the engagement at Taba-ka-Udda. Served also in the Zulu War of 1879, and commanded the party which recovered the lost colours of the 24th Foot. For these services he received C.B., Medal and Clasp, and was mentioned in despatches. Major-General Black lately commanded the troops in Jamaica.

At the Criminal Sessions this morning, before Mr. W. M. Goodman, Acting Chief Justice, and a jury (consisting of Messrs. F. Dodwell, R. A. Gubbay, T. P. Cottam, A. Sharp, H. W. Robertson, J. Hand and G. M. Carver) George Brown, Hans Abraham, J. Goydelowski and J. S. Land, seamen of the British barque *Leander*, were charged with mutiny with intent to murder the Master, J. C. McDougall, and R. Otto, steward, on board the *Leander* in the harbour of Hilo on the 24th of March. Mr. A. G. Wise (Acting Attorney General), instructed by Mr. A. B. Johnson (Crown Solicitor), prosecuted, and the prisoners, who pleaded "not guilty," were undefended.

The jury found prisoners guilty, and his lordship sentenced him (Geo. Brown) to two and a half years' imprisonment, and the other two to one year's imprisonment each.

STERLING dropped 1/8th this afternoon.

We would direct the attention of our readers to the special telegram published in another column setting forth briefly the terms of peace alleged by Li Hung-chang on behalf of the Emperor Kwang-su.

We are informed that the elected (unofficial) members of the Sanitary Board have decided to resign in consequence of the action of the Government in insisting on appointing a Health Officer of the port independently of the Board.

The lawn-tennis match played yesterday afternoon on the Public Recreation Ground between representatives of the Hongkong Cricket Club and the Ladies' Recreation Club attracted a large number of spectators, including H.E. the Governor and a number of ladies. The Band of the Hongkong Regiment played a pleasing selection of music during the match. The result was—H.K.C.C. 12 sets, Ladies' Recreation Club 4 sets. Two sets had to stand over owing to darkness setting in.

New Comic Song and Dance Albums at W. Robinson & Co.

LIEUT.-GENERAL Barker will review the whole of the troops in the Garrison and the Volunteers at the Happy Valley to-morrow afternoon at five o'clock. This will be the last official duty the General will perform before his departure from the colony, and the event promises to be a very interesting one. The Rifle Brigade, the Royal Artillery, the Royal Engineers, the Hongkong Regiment, and the Volunteers will assemble in full force on the occasion, and the sight of this immense gathering should not be missed. Major-General Black, who succeeds Lieut.-General Barker, will arrive to-morrow by the English mail, possibly in time to be present at the parade.

IN the Queen's Bench Division of the High Court, before Mr. Justice Mathew, on March 18th, an action was tried, "The Chartered Bank of India, Australia, and China v. P. MacLachlan & Co.," in which the plaintiffs sought to recover £2,360, the amount of six bills of exchange drawn upon the defendants, negotiated with the plaintiffs, and of which the defendants had refused acceptance. The defendants had granted to Messrs. Knowles and Co., merchants in Batavia, a letter of credit, on the strength of which the plaintiff bank had discounted the bills in question; but it was admitted that goods had not been bought and paid for by Knowles and Co., to be shipped against the bills. The contention on behalf of the plaintiffs was that they were entitled to assume that Knowles and Co. were acting within the terms of the letter of credit, but for the defendants this was denied, and his lordship held that the defendants were entitled to refuse acceptance of the bills.

New piano repairing machinery, received by W. Robinson & Co.

REFERRING to the reports current here as to the existence of plague at Macao in epidemic form, the *Echo Macanense* of yesterday says:—In spite of the alarming news published in the Hongkong papers relative to the sanitary condition of Macao, the health of the community continues to be good. There have been a few sporadic cases of plague among the Chinese who have come here from Canton, Pakhoi and Hongkong, but there is no epidemic observable in any particular locality in the city; neither in the military hospital of Saint Raphael nor in the civil hospital of Saint Raphael are there any patients suffering from plague. At the present time there are in the Chinese hospital four convalescents and a few patients under observation. There is no verification of the report that in the Chinese portion of the city whole families have been attacked by plague, nor have a number of persons been laid low with it at the same time, nor even many residing in the same street. There is, therefore, no appearance of an epidemic here. Notwithstanding this fact, however, the authorities, as a precautionary measure, have doubled the number of men employed in scavenging and disinfecting the city.

A PRETTY sure indication of a revival of trade in a country or district is found, usually, in the starting of new mercantile enterprises and the growth of new and old companies. As every one knows only too well, this colony has suffered in recent years from the effects of a "dun," though not altogether unexpected, collapse in local stocks and the signs of a revival have been anxiously looked for ever since. It therefore affords us much pleasure to chronicle a marked improvement in many old stocks, notably in the home and local value of Hongkong and Shanghai Bank scrip, and in the rise and satisfactory progress made by Bell's Asbestos Eastern Agency, Limited—the latest addition to our Share List. Commercial news received by the last mail shows that at the general meeting of shareholders of Bell's Asbestos Eastern Agency, held in London on the 7th ultimo, the report stated that the net profit on the past year's working was close on £30,000 on a Capital of £200,000; that the business is expanding rapidly, and that though quite a young concern it has £60,000 placed to reserve, notwithstanding 72 per cent. had been paid in dividend during the period under review. Such results as these achieved by the parent concern certainly augur well for the future of subsidiary Company whose scrip is, we note, steadily advancing in public favour.

FULL stock of banjos, mandolines, guitars, accordions, strings and fittings of all kinds at W. Robinson & Co.

THE pretty crop of last year, says an Indian contemporary, having been the worst on record, the amount of Government opium to be sold in 1895 is only 37,250 chests. As the opium reserve is exhausted, the Government have arranged to purchase crude opium in Malwa for manufacture into opium, so as to set free as much as possible of the produce of the agencies for manufacture for export. Unless more than 35,000 chests are manufactured out of the agency produce, the Government will not get more than 45,000 chests in 1895.

By the courtesy of Major the Hon. G. Noel and Officers, the Band of the Rifle Brigade will play at the Sky Race Meeting on Saturday, the 20th instant.

W. ROBINSON & Co., piano builders, tuners and repairers.

At the Magistracy to-day Mr. Wodehouse continued the enquiry into the circumstances of the recent fire at 212, Queen's Road West. After the evidence of Inspector Mackle, Messrs. W. E. Crowe (Government Analyst) and J. A. Plummer (of Messrs. Bradley and Co.) had been led, the enquiry was further adjourned till to-morrow at 10 a.m. Mr. H. J. Geige (of Messrs. Johnson, Stokes and Master's office) appeared for the Meiji Fire Insurance Co., of which the Mitsui Bussan Kaisha are the local agents, and Mr. J. F. Reece appeared on behalf of the Poon Fong Ting Lum shop.

THE Inlandmail Dragoon, says *The World*, have lost a smart and popular squadron leader in Lieut. Col. Pennefather, who has accepted the Inspector-Generalship of Police in the Straits Settlements. It seems rather a pity, when so many officers are seconded for Colonial employment, that no effort should have been made to retain the services of an officer of Colonel Pennefather's experience and reputation. The work he did in South Africa stamped him as a man of vigour and resource, but he has been allowed to drift on to the Retired List, while officers with no such claims as his are specially retained. The application of Royal Warrants can be very easily made when it is desired that they should be made so, but where Service interests are concerned, rigidly enforced, at least that is so judging by recent experience.

MESSRS. W. M. G. HALE & Co., in their circular dated Saigon, 6th April, say:—RICE: Our market has undergone continual fluctuations since the date of last advice, but there is much difference to note at the close; arrivals are plentiful enough, but the greater portion of lately chartered tonnage is cleared off, we may expect to see easier prices for a time, until some fresh delivery arrives. We quote, for May/June delivery:—No. 1 white milled, \$1.88; No. 2 white milled, \$2.35; 10 per cent. cargo milled, \$1.97; 20 per cent. cargo milled, \$1.92 per cwt., nett l.o.b. Invoice weight in gunnies, without insurance. THE FREIGHT MARKET: During the earlier part of the week, tonnage has been fairly in demand, and we have seen as high as 24 cents to Hongkong for small crafts, but almost unexpectedly, the scarcity of money at Banks having restricted advances to Chinese shippers, business had been affected in consequence. Rates after having dragged indifferently for a while have recovered at the close. The following are to-day's quotations:—Hongkong 20 cents, Singapore 8 cents, Java (one port) 28 cents, For the Philippines and Japan no enquiry.

"THE MAGISTRATE" AT THE CITY HALL.

The Hongkong Amateur Dramatic Club gave a most successful representation of A. W. Pinero's screaming farce "The Magistrate" at the City Hall last night, before a fairly large and very appreciative audience. The production from beginning to end went with a swing that is not often witnessed in amateur performances, and the audience was kept in a simmer of laughter until the fall of the curtain on the last act. The farce was produced here some two years ago, with great success, by the London Lyric Company, and although in most cases comparisons are invidious, yet the performance of the amateurs last night compares not unfavorably with that of their professional confreres.

"The Magistrate" is a farce pure and simple and was originally produced at the Court Theatre, London, in March, 1885, under the management of the late John Clayton and Arthur Cecil. Although "toured" with immense success in various countries, and claimed by dramatic critics to be, next to "Sweet Lavender," the best of all Pinero's works, and quite equal to recognize any claim to the title "Original." Undoubtedly a bright and well-written sketch and admirably worked up for stage representation, "The Magistrate" is nevertheless a mere hash-up of the pungent wit of W. S. Gilbert in the Bab Ballads and the famous comic operas with which his name is so closely associated, and plagiarism on the leading situation in "Pink Dominoes," a sparkling farcical comedy of the French school with which Clayton and Cecil made a tremendous hit at the London Criterion over many years ago. But admitting all this, "The Magistrate" is a smart specimen of the playwright's art; it abounds in witty (and at times amusingly suggestive) dialogue, and the leading situations are surprisingly effective. There is nothing either original or striking in what in old days used to be described as "the plot of any stage play," a widow, Mrs. Farringdon, who carries Mr. Barker, the police magistrate at Mulberry Street, London, makes the mistake, not uncommon with the fair sex, of stating her age at 31 years instead of 36, and as a consequence of this she has to represent her son Cio as being only 14 instead of 19. The lad, as lady everywhere, feels, in spite of his Eton jacket, that his old father which cannot be suppressed, and is up to every device to keep his father's secret from his mother. He keeps his doublet father-in-law out of time at cards, has a private room at the Hotel des Princes—a rendezvous of somewhat doubtful reputation—and generally is having a good time round town. Colonel Luby, a friend of the late Farringdon's, and who actually stood godfather to Cio, suddenly returns from India, meets Barker at a Club and is invited to dinner. Mrs. Barker is told of this and seeing the danger of her secret being discovered (i.e., her actual period of existence in this wicked world), makes an excuse to call on the Colonel, goes with her sister to his lodgings, finds he has gone to the Hotel des Princes, follows him there—and the rest is "Pink Dominoes," almost unadulterated. "The Magistrate" is induced by the incoherent Cio to go to this hotel on the day for a spree, the usual complications ensue, the police come in, arrests are made, and at Mulberry Street next morning "his Washup" is a very conspicuous state of indecency, sentences his wife and sister-in-law to seven days' imprisonment. All comes right in the end, of course—and that is the essential story of "The Magistrate" in one act. All the rest is incidental, and easily imagined. The anxious task of portraying the Magistrate—Mrs. Barker—was given to the hands of that competent and popular actor, Mr. C. H. Grace, (the Irving of the Orient) and right worthily did he fill the part. We have had the pleasure of seeing this gentleman in numerous characters, and have no hesitation in saying that his performance last night fairly eclipsed anything he has yet essayed—for he was not only good, but *funny* up to the hilt. The make-

up, carriage, dress, were perfect, and his energy was sustained throughout. We are only sorry that our old friend "Kiss" was not present to receive a few tips in the art of modern acting.

That most versatile of all comedians, Mr. G. G. Brady (the Terry of the near future) undertook the part of Cio Farringdon, and although his facial make-up in the first act was very overdone, as the piece progressed it became convincingly toned down, and towards the end he looked the overgrown lad of fourteen to the life. His conception of the part was good, and his acting all that could be desired; he should, however, restrain himself during the game of "Fireworks," as his antics at the card table excited the hilarity of the audience to such an extent that the dialogue between the two ladies—Mrs. Barker and the fair Charlotte—was inaudible and therefore lost upon spectators.

We would like to award great praise to Mr. J. H. Thresher for his clever conception of the part of Colonel Luby, but really his make-up was

neither has she squandered her treasure on your behalf—but she will. You are the natural market for her Pacific empire. Verily, the brutal Briton cannot see why his own goods are not as good as Yankee notions.

But surely Brutus is an honourable man. Kind Japs, kind Chinamen, let me not stir you up to such a sudden flood of mutiny. Peace be with thee O Oriental! America is with you. She is not aggressive. Look at the Monroe doctrine. Look at the laws against Chinese. Look at Mexico and California. Look at the high-minded policy which forbade France to touch the customs of a defiant Central American state the other day. Look at the jealousy about the Isthmus Canal. Look at the Behring Sea seal-fishery award. No America is not aggressive. She is your steadfast friend. See how she has defended Hawaii!

Open your ports to her; she has cherished China. But down with English shillings or you are ruined. The bird of freedom has its eye on you; it is a mild and beaming one.

Hongkong, 18th April, 1895.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (Kaituma-Hind) 19th inst.
Tacoma (Victoria) 20th inst.
American (China) 21st inst.
Australian (Guthrie) 23rd inst.
Canadian (Empress of India) 24th inst.
American (Herald) 25th inst.
Tacoma (Tacoma) 26th inst.
Australian (Tishan) 27th inst.

THE P. & O. S. N. Co.'s steamer *Tava* left London for this port on the 14th inst.

THE P. & O. S. N. Co.'s steamer *Brindisi* left Bombay for this port on the 14th inst.

THE Canadian Pacific Railway Co.'s steamship *Empress of China* arrived at Kobe at 12.30 p.m. on Tuesday, and left again at 12.30 p.m. on Wednesday for Vancouver, via Yokohama.

THE Canadian Pacific Railway Co.'s steamship *Empress of India* arrived at Nagasaki at 6 a.m. to-day, and left again at 3 p.m. for this port, via Shanghai.

TO-DAY'S SHIPPING RETURNS.

Inward.
English (Kaituma-Hind) from Singapore.
Woolan from Swatow.
Kueiyang from Canton.
Choyang from Canton.
Hankow from Canton.
Haitan from Swatow.
Aggregating 9,977 tons register.

Outward.
Swatow to Hongkong.
Haitan to Hongkong.
Hankow to Hongkong.
Choyang to Hongkong.
Kueiyang to Hongkong.
Woolan to Hongkong.
Aggregating 10,812 tons register.

The British steamship *Woolan* left Saigon on the 17th inst., and had fine weather throughout.

The British steamship *Hankow* left Saigon on the 17th inst., and had light south-east winds and calm weather with smooth sea to port.

The British steamship *Haitan* left Swatow on the 17th inst., and had light variable winds and overcast weather; thence to port had dense fog. In Swatow the steamship *Tatung* and *Pakhoi*.

The British steamship *Kang Beng* left Bangkok on the 17th inst., and had light variable winds and overcast weather; thence to port had dense fog. On the 17th inst. the steamship *Pera Chula* from Kien on the 17th inst. On the 17th inst. the steamship *Pera Chula* from Kien on the 17th inst. On the 17th inst. the steamship *Pera Chula* from Kien on the 17th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Rena (Canton) in Kowloon Dock.
Wolf (Canton) in Kowloon Dock.
Maha (Canton) in Kowloon Dock.
Reval (Canton) in Kowloon Dock.
Queros (Canton) in Kowloon Dock.
Rena (Canton) in Kowloon Dock.
Polypheum (Canton) in Kowloon Dock.

We hear that Messrs. Butterfield & Swire are having quite a fleet of steamers. Eleven in all, built specially for the China coast trade, to be constructed during 1895 and 1896, at Greenock. Already the *Chilli* and *Hunan* have arrived here, and the next to come out is named *Kalgan*. These vessels are well adapted for the China coast trade, and have good accommodation both for European and Chinese passengers. They are lighted throughout with electricity.

The Netherlands Government has given notice that a new system of boyaage has been adopted, and will be applied to the fairways of the Netherlands East Indies.

Sir Raylton Dixon and Co., Middlesbrough, have launched a steel screw steamer, named *Mogul*, of about 5,000 tons deadweight carrying capacity for the Mogul Steamship Company. The vessel is intended for the China tea trade. Her dimensions are: length, 232 ft.; breadth, 45 ft. 6 in.; depth, 28 ft. 4 in. The accommodation is all arranged on the upper deck, with a chart-house and captain's room on the bridge deck, and the crew in the forepeak forecastle. Triple-expansion engines will be supplied by the Wallsend Slipway and Engineering Company, Limited, Newcastle-on-Tyne, with cylinders 25 in., 44 in., and 72 in. in diameter by 48 in. stroke, provided with steam by two single-headed boilers 15 ft. by 11 ft. 8 in., working at 170 lb. pressure, and fitted with Bowden's system of forced draught.

Mr. Justice Bruce, sitting with Trinity Masters in the Admiralty Court on 12th March, heard a claim for salvage remuneration for services rendered by the *Willow* of the Ocean Steamship Company. On January 7th, in the course of a voyage from China and Japan to London with a general cargo, the *Willow* tall shaft broke when the vessel was forty-four miles off Ushant. The *Willow*, on a voyage from Italy to Hull, went to her assistance, and after towing for nearly thirty hours took the *Willow* to Falmouth, a distance of ninety miles. The

value of the property salvaged was £160,550. The Court held that the *Willow* was in a position of considerable danger, and if she had remained drifting as she was for another night she might have drifted on the rocks off Ushant and become a total loss. They awarded the *Willow* £2,000. Judgment was given for the plaintiffs for this amount.

SHANGHAI FREIGHT MARKET.

Messrs. Wheelock & Co.'s Freight Market Report, dated Shanghai, 17th April, has the following:—Business remains quiet for home-made markets, and there is no advance to note in the amount of cargo shipped during the past fortnight, but a healthier feeling seems to exist and should prove to be arranged at an early date between China and Japan, the present dull state of affairs will surely mend, though it may be some time before business recovers from the effects of the present war. For all tonnage to New York there has been a fairly strong enquiry, but for London and New York, by steam, things are as dull as they possibly can be. Consistently. From Chinkiang to Whampoa there is a very strong demand for tonnage, and several settlements have been made at various prices up to 21 candareens, the market closing firm for outsiders at 20 candareens. Cargo is plentiful for Southern coast ports, but tonnage is very scarce. From Japan to this rate are firm at quotations. From Newchwang there are, in the event of a cessation of hostilities, very good prospects, stocks of produce being large owing to cargo boats having been of late in Government use, and when this means of transport from the interior is restored to the natives, we should experience a lively enquiry in this direction. For London via Canal. There have been two departures since our last issue, and we now have two steamers, in addition to the mails, advertised for sailing, viz. the *Dardanus* on the 13th inst., and the *Georgy* about the 17th inst. The *Ajia* is expected to leave here about the 20th inst. For New York via Canal. The *Benlarig* sailed on the 13th inst., and the *Strathcarroll* has replaced her, intending to clear on the 20th inst. The next steamer to load will be the *Madup*. For New York via Cape. The *Challenger* is now here and has engaged a very fair quantity of cargo at rates as high as 25s. at which price space in her is still procurable. The strong demand existing for coast tonnage and the consequent firmness in rates debars vessels loading in Hongkong from accepting cargo at anything under this price. For Genoa and Marseilles. The *Clam*, now on her way to Japan, will load here on her return and will meet with quick despatch. Departures: For London via Suez. *Titan* 6th inst. *Manila* 9th inst. For New York via Suez. *Benlarig* 21st ult. For Vancouver. *Alta* 20th ult. (ballast). Rates of Freight are:—From Shanghai to London by Conference Lines, general cargo 40s. waste silk 45s. Northern Coast Ports by Conference Lines, general cargo 42s. 6d. waste silk 45s. New York by Conference Lines, general cargo 50s. Philadelphia by Conference Lines, general cargo 60s. London by Shell Line, general cargo 35s. net. New York by Shell Line, general cargo 44s. net. Philadelphia by Shell Line, general cargo 60s. net. Haver direct, general cargo 37s. 6d. net. Genoa direct, general cargo 40s. net. Marseilles, Tain, general cargo 37s. 6d. net. 45s. per ton of 20 cwt. for Havre, Genoa and Marseilles. Coast Rates are:—Chinkiang to Whampoa 23 candareens, regular lines, 20 candareens for outsiders. Chinkiang to Swatow 23 candareens, regular lines, 20 candareens for outsiders. Shanghai to Nagasaki 11.75 per ton coal. Nagasaki to Shanghai 11.50 per ton coal. There are no disengaged vessels in port.

THE "RULE OF THE ROAD" AT SEA.

The following letter, which speaks for itself and will doubtless interest the large shipping and seafaring community of this busy port, appeared in a recent issue of our *Calcutta* contemporary the *Englishman*. We refrain from discussing the pros and cons of this important question, preferring rather to leave that to those of our nautical readers who may be disposed to take the matter up either in these columns, which are, of course, open to them in any time, or in any other way that to them may seem the best course to pursue. The question raised in the *Englishman* certainly merits careful and prompt consideration by the important section of the world's communities who "go down to the sea in ships."

The letter reads as follows:—
TO THE EDITOR OF THE "ENGLISHMAN."
SIR,—With regard to the communication lately made in England about the action of the Board of Trade in ordering the screening of the side-lights of ships so that there shall be a defined limit to the extent of their crossing the ship's line of keel (which crossing is a natural result of keeping the full glare of the lamps to shine ahead) it should not be lost sight of that not only is the width of the flame, or wick, to be taken as a factor in calculating the proposed crossing angle, but account must be taken of the fact that, with the modern prismatic or dioptric lamp lenses, with their parabolic reflectors, the light is concentrated and diffused laterally to the full width of the glasses, say eight or ten inches, every part of the red and green glass reflecting and refracting nearly as much light as does the most central part in front of the flame. With this additional knowledge, before we can perfectly well understand Sir Donald Currie, Bt., at the meeting of the members of the City of London Exchange, in the third week of January, unwittingly saying,—"The new 'dark lantern' discovered, as necessitating crossing lights, is unknown to all with whom I have discussed this question of side lights, and the Board of Trade have always seen to that." But the certainly made a mistake when, in consideration of his remarks, he added "and the Board of Trade would do well, all thick, to leave things as they are, with the red and green lights screened in line with the keel."

Now, assuming that the light from these side light lenses is eight inches in breadth, and their light to be screened off so that the central rays should show ahead, say, one inch outside the screen, this would cut off at least three-eighths of the whole beam of light, and leave five-eighths free; but then, outside this one inch of ahead shining light there would be four-eighths, or one-half of the beam, converging by diffraction more or less across the foremast edge of the screen, and, of course, across the bows, until the most out-board rays would diffract and cross a three-foot screen at no less an angle from the line of keel than eight degrees; so that, with a ship heading north, her side lights would be both visible to another vessel anywhere between N. 8 degrees W. and N. 8 degrees E. of her. But if the lamps were so screened that the whole beam or bundle of rays of light, through the eight inches of refracting lens surface, shone ahead, her two lights would be visible to another vessel, across the same three foot screen, anywhere between N. thirteen degrees W. and N. thirteen degrees E. of her own position. In the latter case, at 600 yards distance a crossing ship would have to travel 370 yards between the opening of the farthest side light until she shut in the opposite one; in the former case, where she would have to go 167 yards, and if the matter stands as it is and always has been, the four-degree safety limit is understood and

insisted upon, the distance will be only 84 yards (adding once the crossing ship's length) before being clear of danger. The wonder is that, whilst all the maritime societies, and would-be nautical experts, cry out against the sensible interference of the Board of Trade and its proper authority for this crossing bugbear, in their peremptory refusal to suggest that this safety limit of eight degrees should be altered, they in other words simply leave everyone to do as he likes. They do not, or will not, trouble themselves to see if or not that is a case of trying to fit a square peg into a round hole.

In shutting in one or the other of an approach vessel's side lights and thus taking the welcome advantage which the four-degree limit of safety provides for him, the practical seaman, even since the introduction of coloured side lights and their adjusted screens, sometimes instinctively feels that he should not steer too fine a course when passing the other vessel with his "green to green or red to red" for fear he might possibly show to his side lights to the nearing ship and thus confuse the person in charge of her bridge. Thus both seamen of their respective ships, knowing that by shutting in each other's off-side light there exists an angle of eight degrees at least between their two lines of keels, matter to themselves "All's well," and, in the words of Emperor William proceed on at

FULL SPEED AHEAD.

THE MILITARY EXACTION.

Mr. Adamson, of the Straits Settlements Association, writes to *The Times* in reply to "Audi Alteram Partem."
"He is apparently ignorant of the fact that the majority of British merchants in the Straits Settlements have their headquarters in the Straits Settlements, and not in the colony. It is not the profits earned here but the profits made abroad. His assertion that Lord Ripon in his despatch 'slightly retouched the colony' that many sources of income are untouched by the colonial budget" is not borne out by anything to be found in the despatch. The fairness and accuracy of "Audi Alteram Partem" may be judged from his astounding statement that in the colony there is no fierce resentment against the mother country, and that it is only to be found in the speech of "one or two local politicians" and the writings "in a solitary news sheet." A statement so notoriously contrary to fact may be left without comment. But it appears that the revenue being mainly derived from duties on opium and spirits, the former of which is consumed by the Chinese and the latter chiefly by natives generally, it follows, in the opinion of your correspondent, that the "opulent" Straits merchant has no interest in protecting the revenue. I am afraid the word "opulent" is only a fancy word, and a description in these days of depreciated silver, at any rate, the merchant, whether "opulent" or the reverse, is vitally interested in the well-being of the community in which he lives and works, and in the protection of the inhabitants of the Colony from unjust demands. Since when, may I ask, has the novel doctrine been accepted that a man's resistance to injustice is discredited or weakened by the fact that it does not touch his pocket? Is it only in the case of "one or two local politicians" and the writings "in a solitary news sheet" that this doctrine is to be found? To the Editor of the *L. and C. Express*, "Straits." Some people dare, and among these may be counted the Editor of the *Straits Times*. It was he who started the phantasm that the protected States of the Malay Peninsula should be made to contribute to the military expenses of Singapore, and although it has been several times demonstrated that such an exaction would not only be unjust and extortionate, but also that it would be still continued to hamper at his hobby, even last received issue of the 13th ult. show. According to the doctrine therein enunciated, these Mohammedan States are to be encouraged to grow opium, in order that their Sultans may be "better able to offer to contribute in aid of the military contribution." I much doubt the said Sultans being such fools as to engage in an expensive and risky cultivation in order to put our Treasury to the expense of putting in hard into their pockets. They have duly appreciated, no doubt, the lesson taught them by the ruin of Singapore, and although the aforesaid Editor may call to them, in his blundered screeds, to come and be stayed, I very much doubt they will succumb to his blandishments.

The London Straits Settlements Association, says *Truth*, has issued a temperate statement of the grievances of the colony in the matter of the military contribution demanded by the Imperial Government. The bearings of the question have been already fully explained. The discussion began in 1890 when the annual charge was raised from £20,450, at which it had stood since 1866, to £100,000. This, the Colonists contend, is an oppressive charge, taking into account the strength of the garrison, the rate of exchange, and the ability of the population to stand a taxation of 3d. per head, which will be necessary to meet the Government demands. Lord Ripon's promised relief is only in the nature of a deferred payment, for while he has taken £50,000 off the contributions for 1894 and 1895 he has intimated that the whole charge will be reimposed in 1896, while for the following two years a gross sum of £30,000 will be added, so that the Colony is just where it was, and might as well have paid £100,000 in 1890. The Colony, I understand, is willing to pay the percentage which Lord Kausford in 1880 put forward as not excessive, 17 per cent. on the Colonial revenue. This would be a much fairer method than the present, by which the charge is fixed irrespective of the revenue or the ability of the Colony to bear it. The correct figure is, we believe, £30,000, not £50,000.

POLITICAL POSSIBILITIES.

The most casual observer of the political situation can hardly fail to be cognisant of the fact that grave issues are immediately pending in the Far East, and that a subtle change is stealing over the face of affairs. What the development of the cloud of possibilities looming, no bigger than a man's hand, in the distance, may be, is impossible at present to say. But that the war is hastening towards crisis when it will cease to be a struggle purely and simply between Japan and China to which we have previously alluded, there seems little doubt. The probability of European interests being involved by the war has been fully appreciated by the European Powers from the outset, as indicated by the very strong naval forces which have been ordered to the East, and the squadron to watch proceedings, and her attention seems to have been fairly well divided between affairs in the Far East and at the Port, where the Armenian cause has offered ample attraction. Suddenly, however, we find her practically deserting the Port and entering the

Mediterranean fleet to the East. No particularly new phase of the war having developed itself, or any danger been evolved which was not perfectly recognizable from the first, we cannot but regard this move as peculiarly significant. That Russia is not moving her fleet from European waters for nothing, is too obvious to need emphasis: what is so plain, however, is the object in view which the move may be taken to indicate. An additional air of mystery is lent to Russia's movements by the enquiries she has recently made of local shipping firms in reference to the names, tonnage and speed of their respective vessels. Such an enquiry suggests numerous and most conflicting possibilities; it takes shelter behind prudence, and deems it advisable to observe a discreet silence. The situation appears to be one in which conjecture must be judiciously tempered by caution, and we, therefore, prefer to await the issue of events before expressing any opinion on this particular point. The product of a single day may suffice to show us the inevitable things of the immediate future; but, at present, we must confine to seeing things darkly, and a general feeling of perplexity appears to prevail. The only thing that appears at all certain is that serious happenings are at hand, and it is easy to foresee that Russia will play an important part in them.

It has been, and still is, very frequently urged that Japan was driven to her present hostilities with China, and to exercise a suzerainty over Korea because of Russia's long cherished desires with regard to the Hermit Kingdom, and that the approach of the Great Eastern Railway forced home to Japan the necessity for prompt action; hence the war. Had Japan confined her attention to Korea, and mobilised a powerful force along her borders instead of scattering her troops throughout China, she might have proved a very successful check to Russian acquisitions. As it is, however, it seems more than probable that she has pre-empted herself, and thus attempted to ward off, with Japan's honor and arms pledged, a still more serious and unguarded move involving Russia's appropriation, and that Russia is fully alive to the opportunities of the hour as suggested by her present movements. So long as Korea lay weak and helpless under the corrupt suzerainty of the Empress Dowager, Russia was content to let things take their course, and probably contemplated no move until her big railway would be completed. Japan's action in having crossed swords with the Northern Bear, while Japan has things all on Russia's side in China, where she has been practically unopposed, we have never yet seen her face to face with a European Power, and it is therefore difficult to estimate her chances of success should she be called upon to fulfil her boast of being able to treat Russia even as she has treated China. Under the existing state of affairs in Korea, it seems quite possible that the necessity for such conflict would hardly arise, as the country is so weak, and internal confusion as to be powerless, while Japan is virtually unable to protect the peninsula from invasion and prosecute her Chinese programme at the same time. Korea is professedly an independent Kingdom engaged upon an elaborate process of spring cleaning under Japan's guidance; but Russia probably views her in a different light, and sees her blossoming into a transplanted Japan with great possibilities of becoming a rival. It is, at least, appears probable that some serious action on Russia's part is on the tapis, and we shall await with no little interest the development of the plot. The greatest interest will also be felt as to England's probable attitude in the event of Russo-Japanese hostilities, as to whether she will manage to maintain a happy neutrality, or, if forced to declare for one side, which side it will be.—*Daily News*.

LATE TELEGRAMS.

MADRAS, March 18th.
The Attorney's Association has resolved—first, that Judges of the High Court having in 1895 expressed a strong disapproval of the scheme then put forward for the reorganisation of the High Court and no grounds having been suggested for the introduction at the present time of what appears to be practically the same scheme, the Association cannot recognise any necessity for a proposed change. Secondly, that the Association unanimously opposes the abolition of the appointment of a Registrar, Original Side, and any measure in any way subordinating the Original Side to the Appellate Side. Thirdly, that the Association cannot approve of the proposed reduction of salaries of interpreters, considering the amount, importance, and responsibility of the work they perform. Fourthly, that a committee be formed to draw up a letter to the Government intimating the views of the Association on the proposed scheme for the reorganisation of the High Court.

LONDON, March 27th.
Information has been received from Rome that the Italians have occupied Adigat.

BOMBAY, March 27th.
A marine court of inquiry into the stranding of the *Sultan* at Jeddah, opened here to-day. The captain in his evidence held the Arab pilot engaged to be fully competent. Twenty-three men of the cruise *Coronel* are now in the European General Hospital suffering from typhoid, which broke out mysteriously on board some time ago, resulting, so far, in seven deaths.

ALLAHABAD, March 27th.
Another attempt was made last night, between eight and nine o'clock, to wreck a train. This time it was a troop special near Kutch, 57 miles from Jubbulpore. A dhow was placed across the line into which the train dashed, fortunately without causing any damage. The matter is under inquiry.

LAKHORE, March 27th.
About a thousand of the North-Western Railway Carriage Department men have joined the strikers, and thus the whole number nearly three thousand. A serious development of the strike is the fact that some of the strikers are endeavouring to tamper with the native running staff of the line. The small body of European and Eurasian apprentices are working loyally and cheerfully, putting their hands to extra labour. The men are not adopting a most threatening attitude towards the strike of the

Intimations.

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A NEW AND IMPORTANT INVENTION FOR THE LABORATORY, THE FACTORY, AND THE HOUSE.

CONTINUOUSLY STERILIZES WATER.

The BERKEFELD FILTER possesses the following Advantages:—
1.—It will Filter large or small quantities according to pressure and number of Cylinders.
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European officials of the railway. Yesterday the ring leaders were to be summoned before the District Magistrate to show cause why they should not be bound over to keep the peace for six months. Delegates are reported to have been sent to Rawal Pindie and Sukkur to persuade the hands there to join the strike. No reply has been sent to notice addressed by the railway authorities to the head *miris* on strike.

LONDON, March 30th.
The papers here, commenting on Sir Edward Grey's statement in the House of Commons, declare that France recognises Egyptian rights to the Upper Nile, but nobody else's.

LONDON, March 30th.
Le d Kimberley, in receiving a deputation concerning the amelioration of the condition of the Armenians, dwelt upon the difficulty of dealing with the matter for fear of raising the Eastern Question. Lord Kimberley said that he believed France and Russia were equally convinced of the necessity of a permanent remedy.

MARCH 31st.
Since the Porte allowed newspaper correspondents in Armenia the atrocities are being confirmed in all quarters. The *Times* special correspondent in Armenia estimates the number of persons massacred at 20,000.

A Cabinet Council was held yesterday, Lord Rosebery travelling to London in order to be present. It is understood the meeting was called to discuss the Armenian and Niger questions.

ADDELADE, April 2nd.
A farewell match arranged with Stoddart's team is being played here. The Colonials in their first innings made three hundred and ninety-seven runs, while Englishmen completed six hundred and nine, of which Ward scored two hundred and nineteen runs.

LONDON, April 2nd.
Cholera has appeared at Camaran on board three Bombay pilgrim vessels.

APRIL 3rd.
Lord Harris, addressing a Conservative Meeting at Faversham, referred to the attacks on his administration made by the vernacular press, and ascribed them to his policy of benefiting the poor instead of yielding to the pressure of the richer classes.

How to gain Flesh and Strength.—Take each meal about a tablespoonful of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. It is almost as palatable as milk and easily digested. The rapidity with which delicate children and sickly people suffering from weakness and wasting disease improve and thrive upon this diet is truly marvellous. As a remedy for Consumption and Throat Affections and Bronchitis, it is unequalled by any other preparation in the world. Any Chemist can supply it.—Sole Agents for Hongkong, and the Empire of China:—Watkins & Co., Hongkong.

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"GREENMOUNT," CAINE ROAD, 8 ROOMS.
For Particulars, apply to GILMAN & Co. Hongkong, 11th April, 1895. [472]

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THEATRE ROYAL, CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB WILL PRODUCE ON SATURDAY, THE 20TH APRIL, "THE MAGISTRATE," A FARCE IN THREE ACTS, BY A. W. PINERO. Doors Open at 8.30 P.M. Performance at 9.0 P.M. precisely. TICKETS can be Booked at the TICKET Office, City Hall, on and after SATURDAY, the 13th April, between the hours of 10 A.M. and 3 P.M. Not more than 4 Seats can be taken at one Booking. LATE TRAM a quarter of an hour after the fall of the Curtain. Hongkong, 17th April, 1895. [438]

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MITSU SUSSAN KAISHA, 4, Queen's Road Central. Hongkong, 2nd January, 1894. [14]

